



# Welcome



## Welcome to the California High-Speed Rail Authority's Scoping Meeting

***Bienvenidos a la Reunión de Ámbito de La  
Autoridad Ferroviaria de Alta Velocidad de  
California***



# What are High-Speed Trains?

- Intercity passenger trains operating at maximum speeds of at least 200 miles per hour
- Tracks separated from roads and highways
- Proven technology – Safe and Reliable
  - Successfully operating throughout Europe and Asia



*CHSRA Train Concept*

*Other High-Speed Trains around the World*



*TGV, France*



*Intercity Express,  
Germany*



*Shinkansen, Japan*



## Local Benefits

- Elimination of Railroad At-Grade Crossings
  - Safety
  - Reduced Traffic Delays
  - Reduced Noise and Pollution
- Improved Metrolink and Amtrak Operations
- Promotes Smart Growth
- Local Connections
- Less Pollution
- Reduced Highway Traffic
- Decreased Fuel Use
  - Energy Independence
  - Cleaner Air
- Improvements to Existing Rail Lines
  - Commuter Rail
  - Freight
- Safety
- Sustainable Cities
- Economic Opportunity
- Local Jobs





# Statewide High-Speed Rail Route

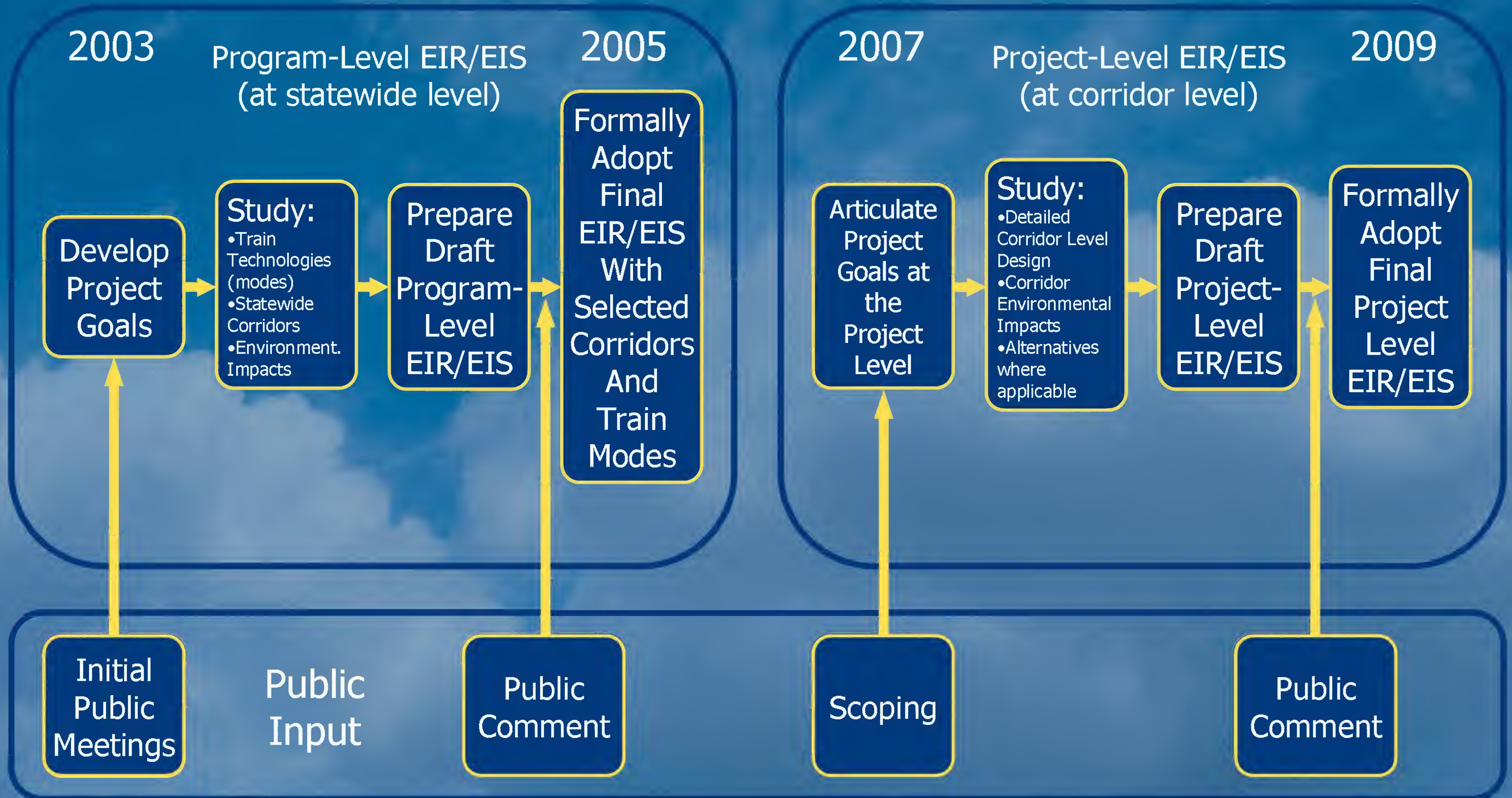


## Connecting:

- Los Angeles
- Orange County
- San Diego
- Inland Empire
- Central Valley
- San Francisco Bay Area
- Sacramento



# Project Process





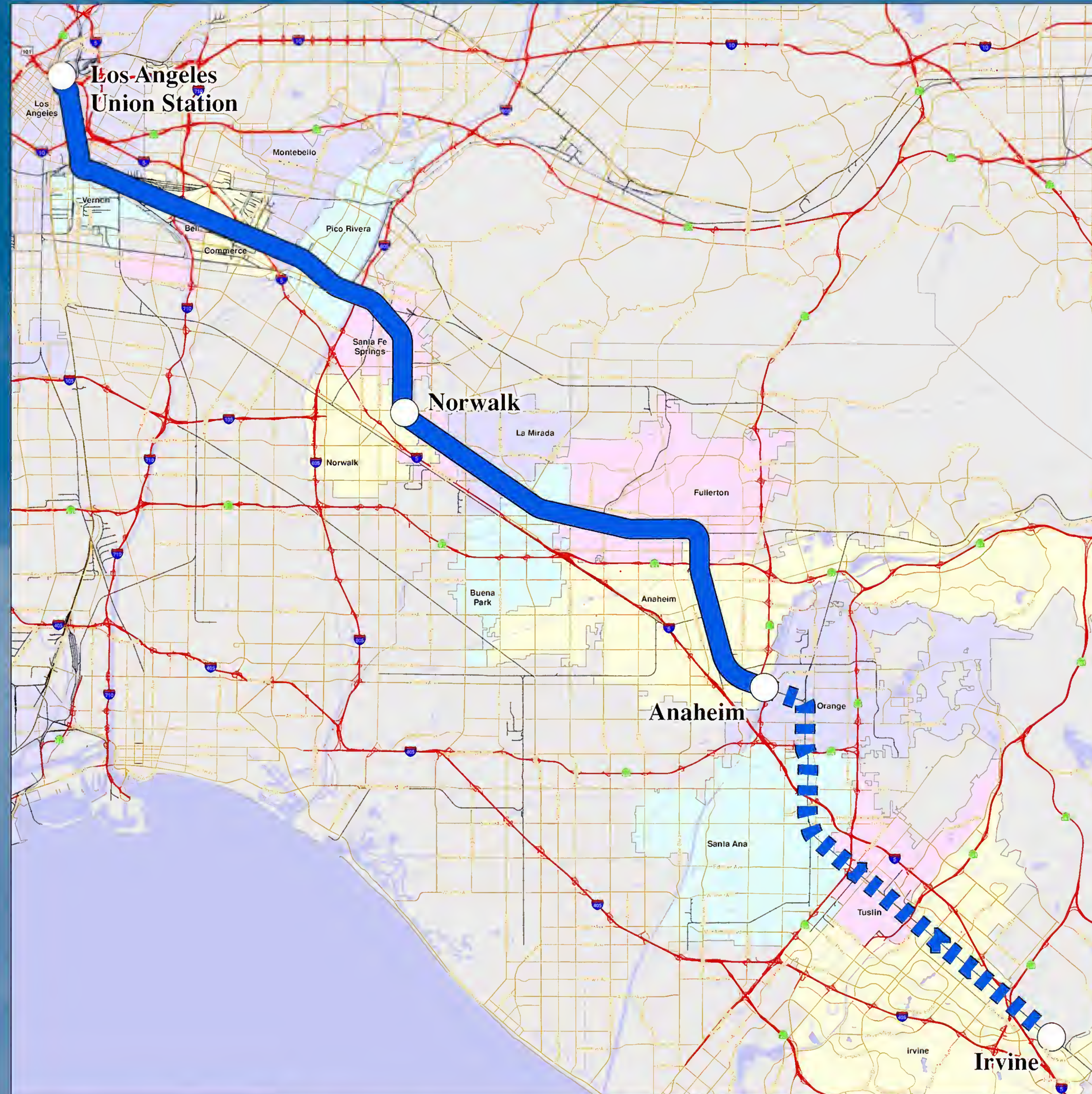
# Additional Efforts

- New Ridership Estimates (2007)
- Fare and Revenue Estimates
- Financial Plan
- Right-of-Way Preservation
- Phasing Plan
- Organization of Construction and Operation Contracts





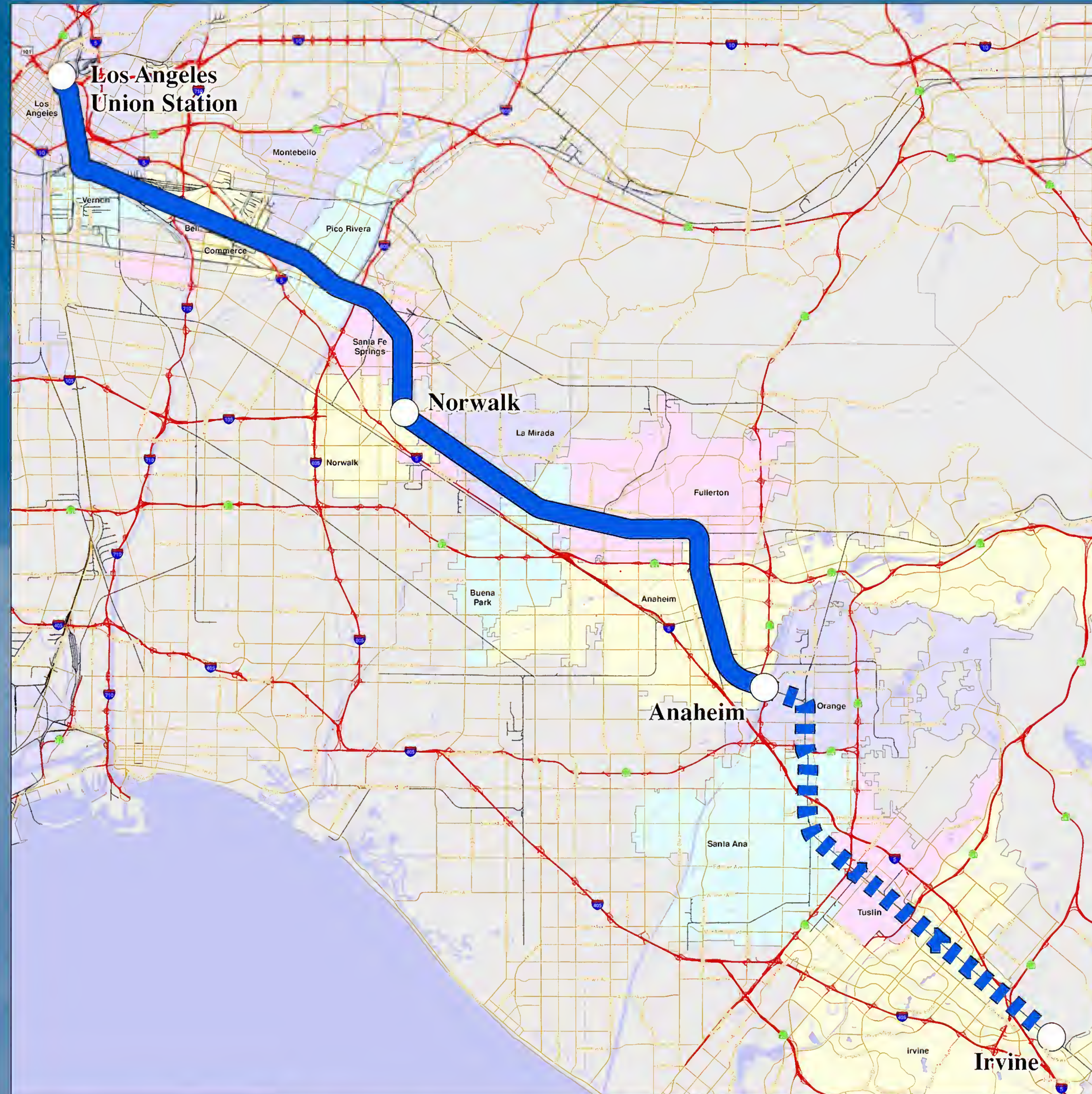
# Los Angeles to Orange County Segment Map







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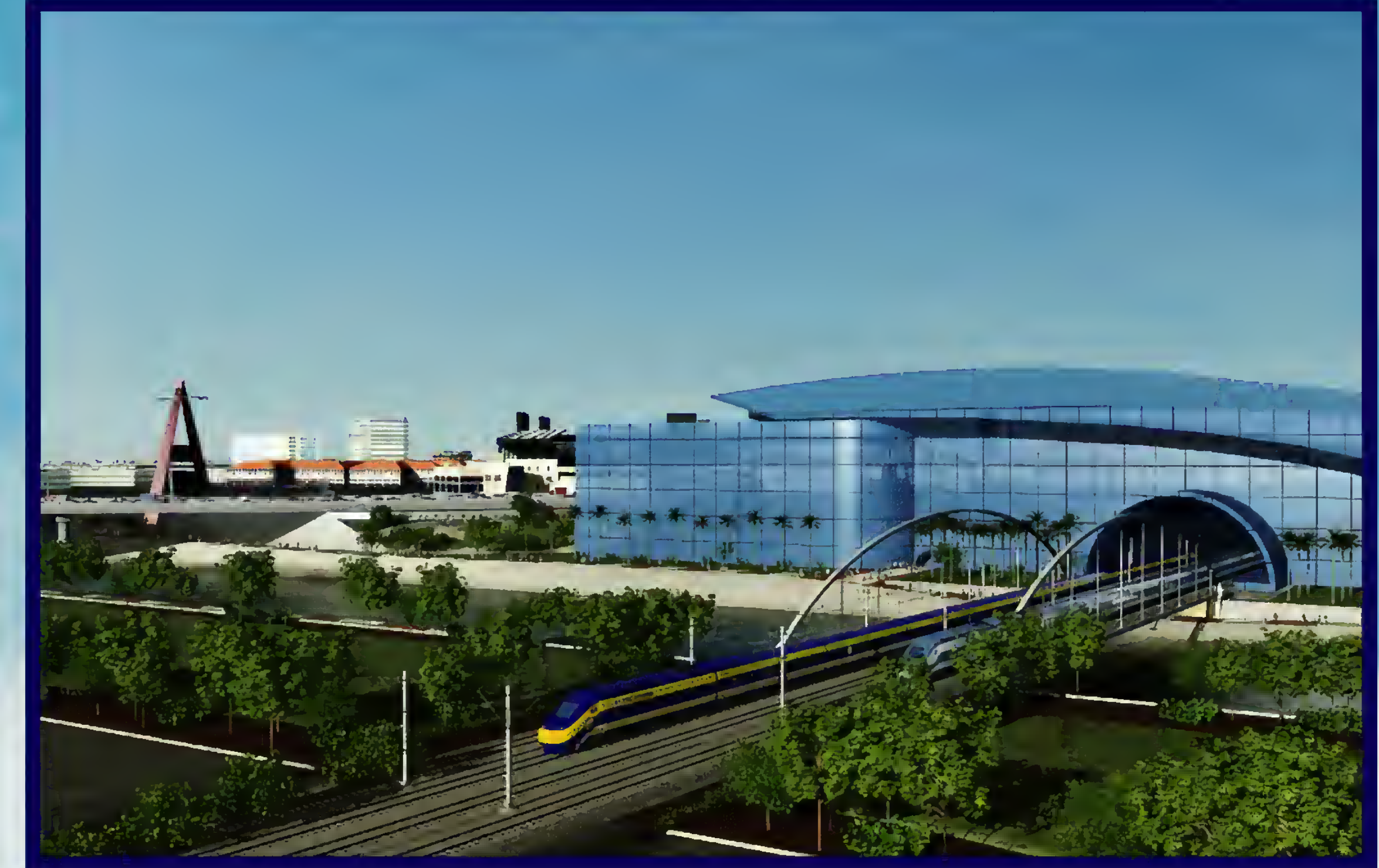




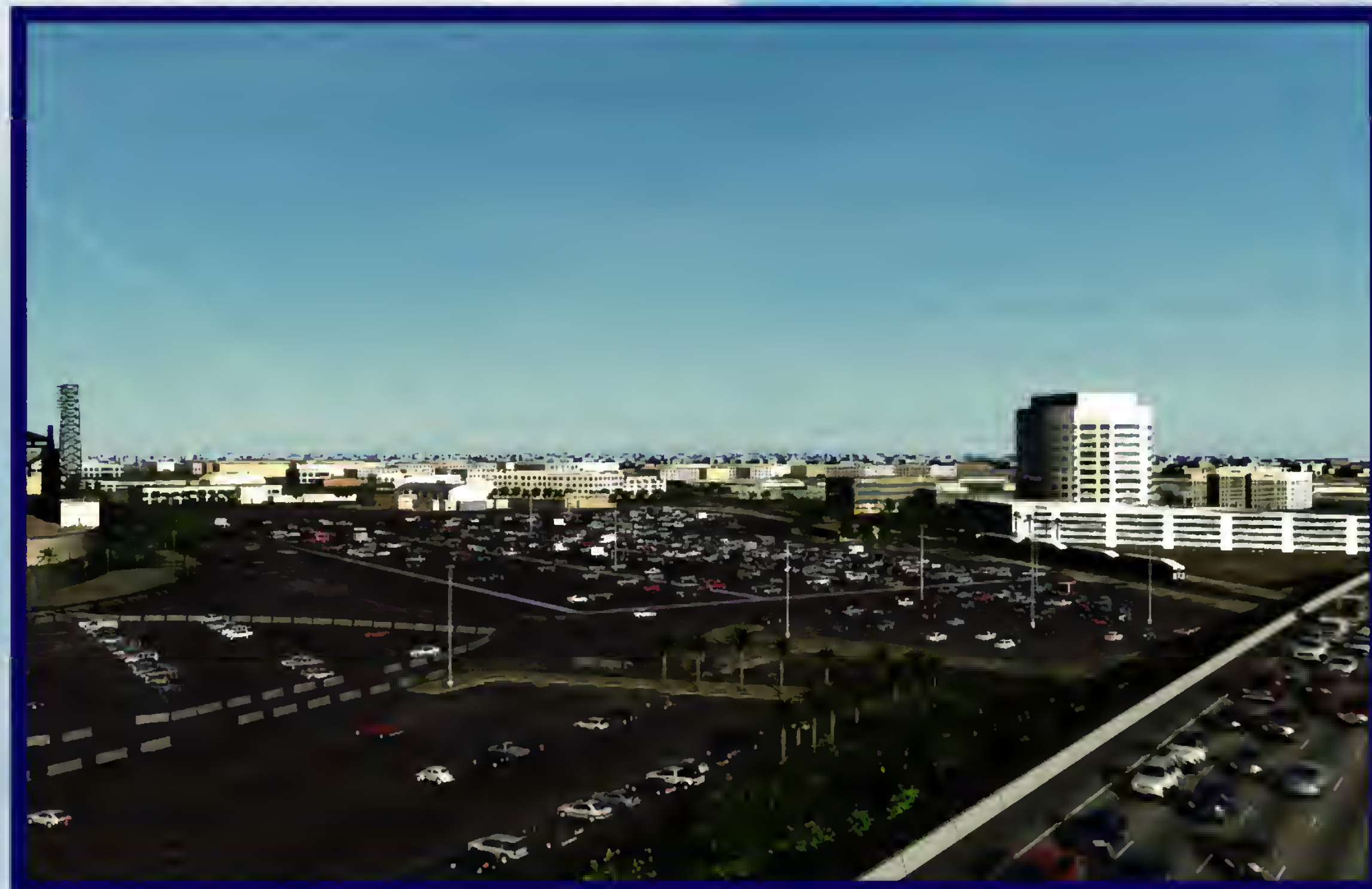
# Anaheim Regional Transportation Intermodal Center



**Future Computer Simulation - Anaheim View**



**Future Computer Simulation - ARTIC**



**Existing Conditions - Anaheim View**



**Existing Conditions - Before ARTIC**



# Grade Separations

- Grade separations are underpasses and overpasses where roadways cross railroad tracks
- Grade separations reduce congestion and noise and improve safety
- California High-Speed Rail tracks will be grade-separated from adjacent roadways



*Before*  
**Typical Underpass**  
*After*

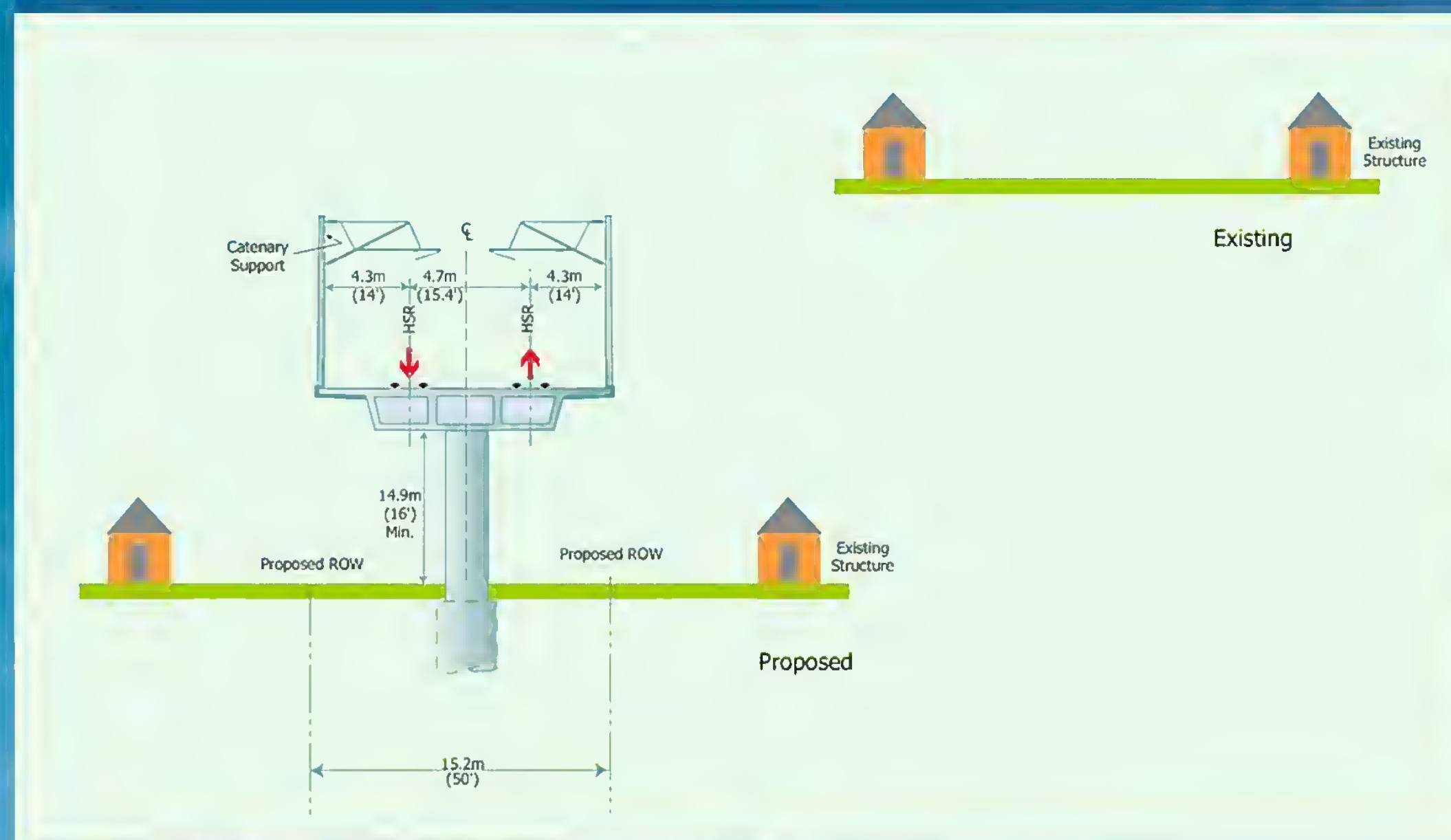


*Before*  
**Typical Overpass/Trench**  
*After*





# Typical Structures along Alignment



*Aerial*

## Typical Structures

### *Hillside Cut with Retaining Wall*



- Portions of the alignment will need special structures to fit into built environment

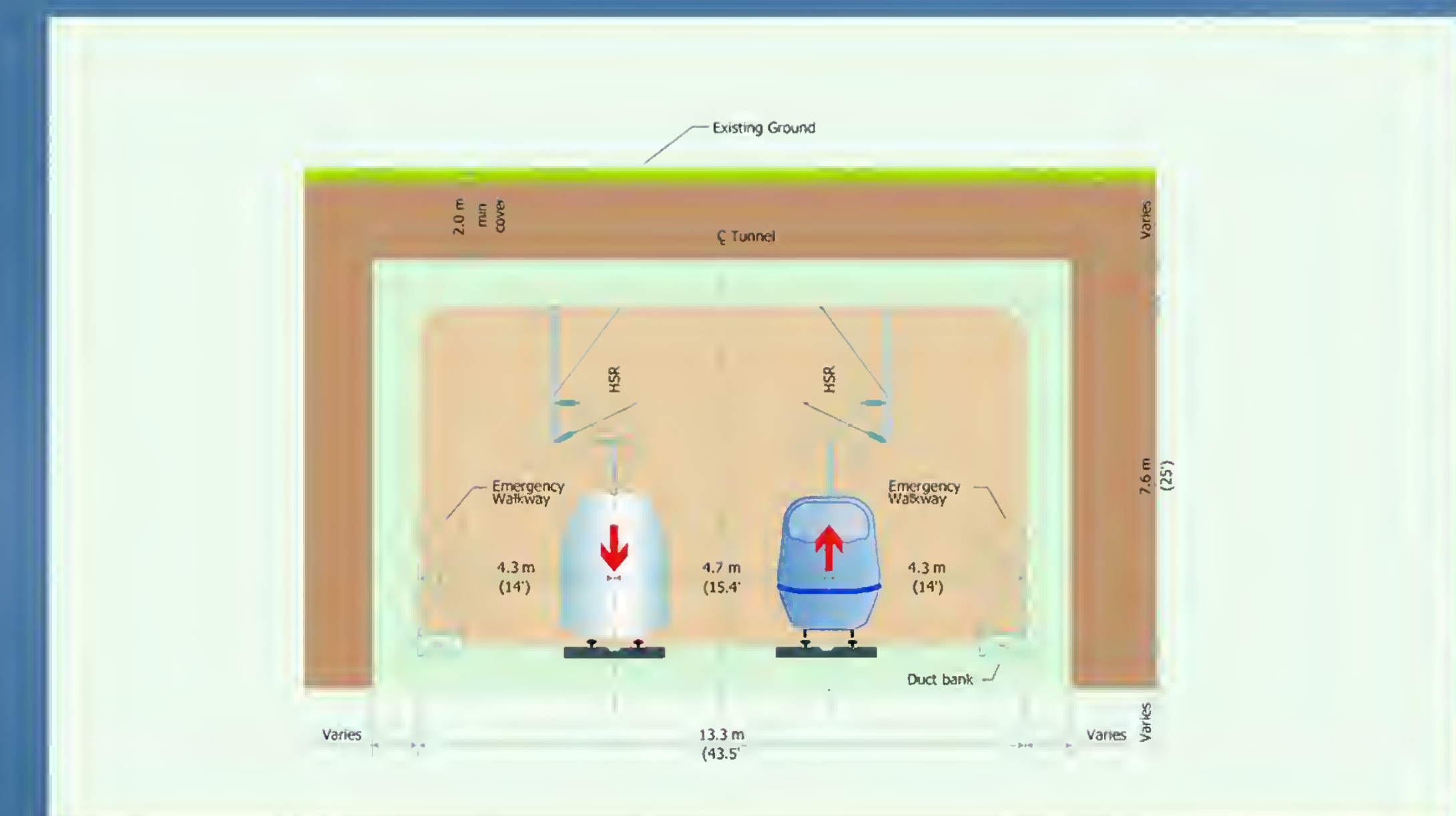
- Structures could include:
  - Aerial Structures (bridges)
  - Tunnels
  - Trenches
  - Hillside Cuts



*Trench with Retaining Walls*

## Typical Structures

### *Tunnel*

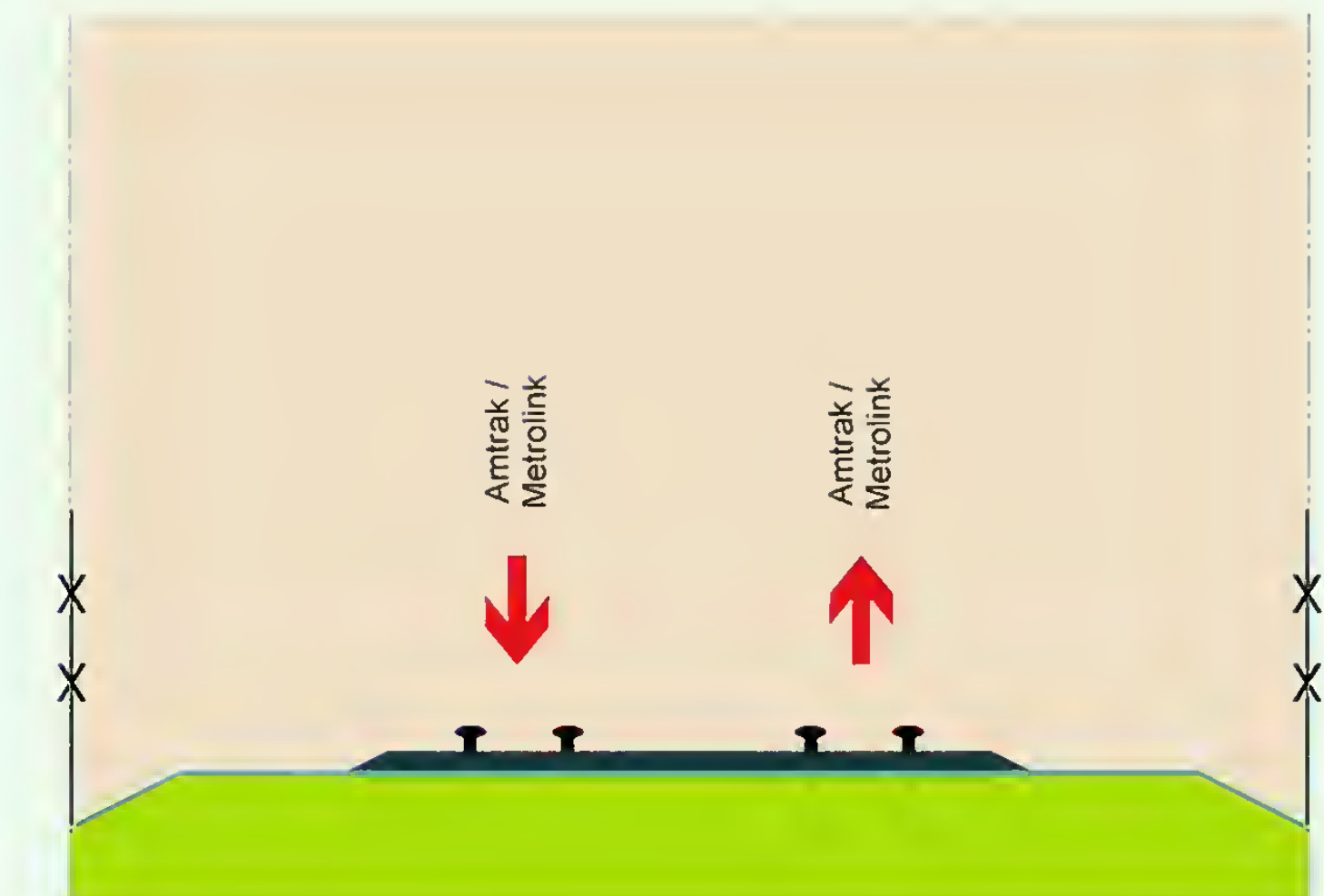




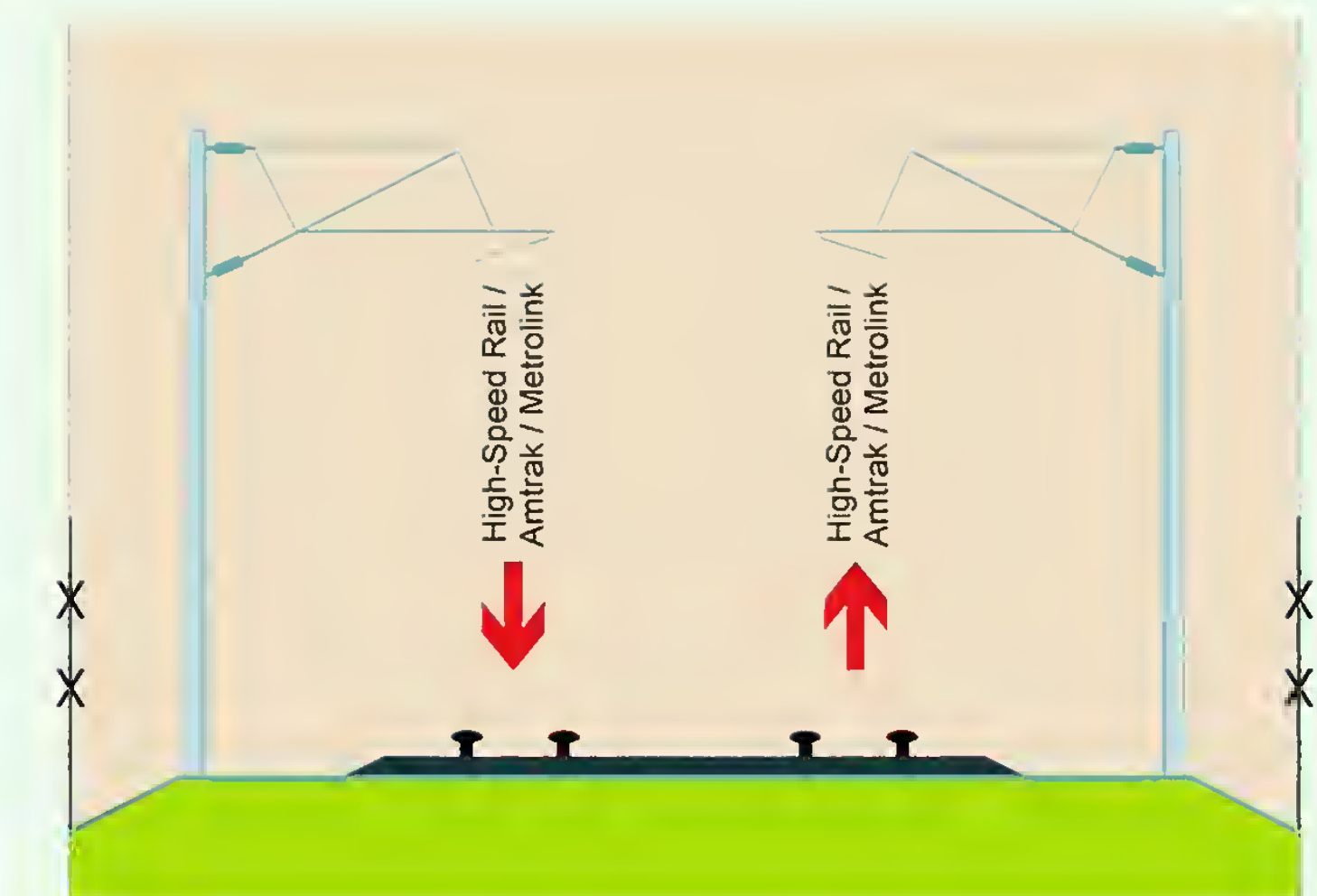
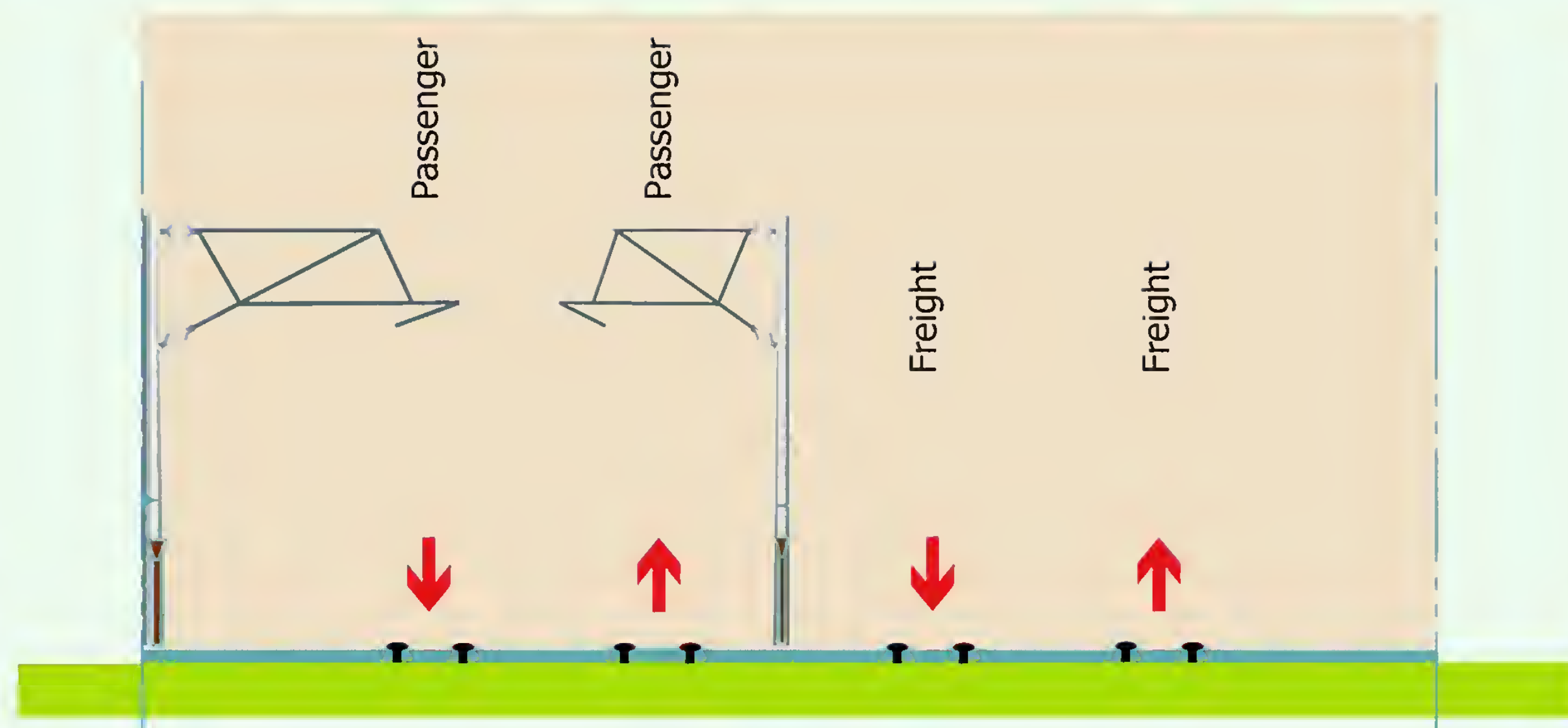
# Typical At-Grade Alignment Configuration



*Existing*  
**Typical 4-Track Configuration –  
Los Angeles to Fullerton**  
*Proposed*



*Existing*  
**Typical 2-Track Configuration –  
Fullerton to Anaheim**  
*Proposed*

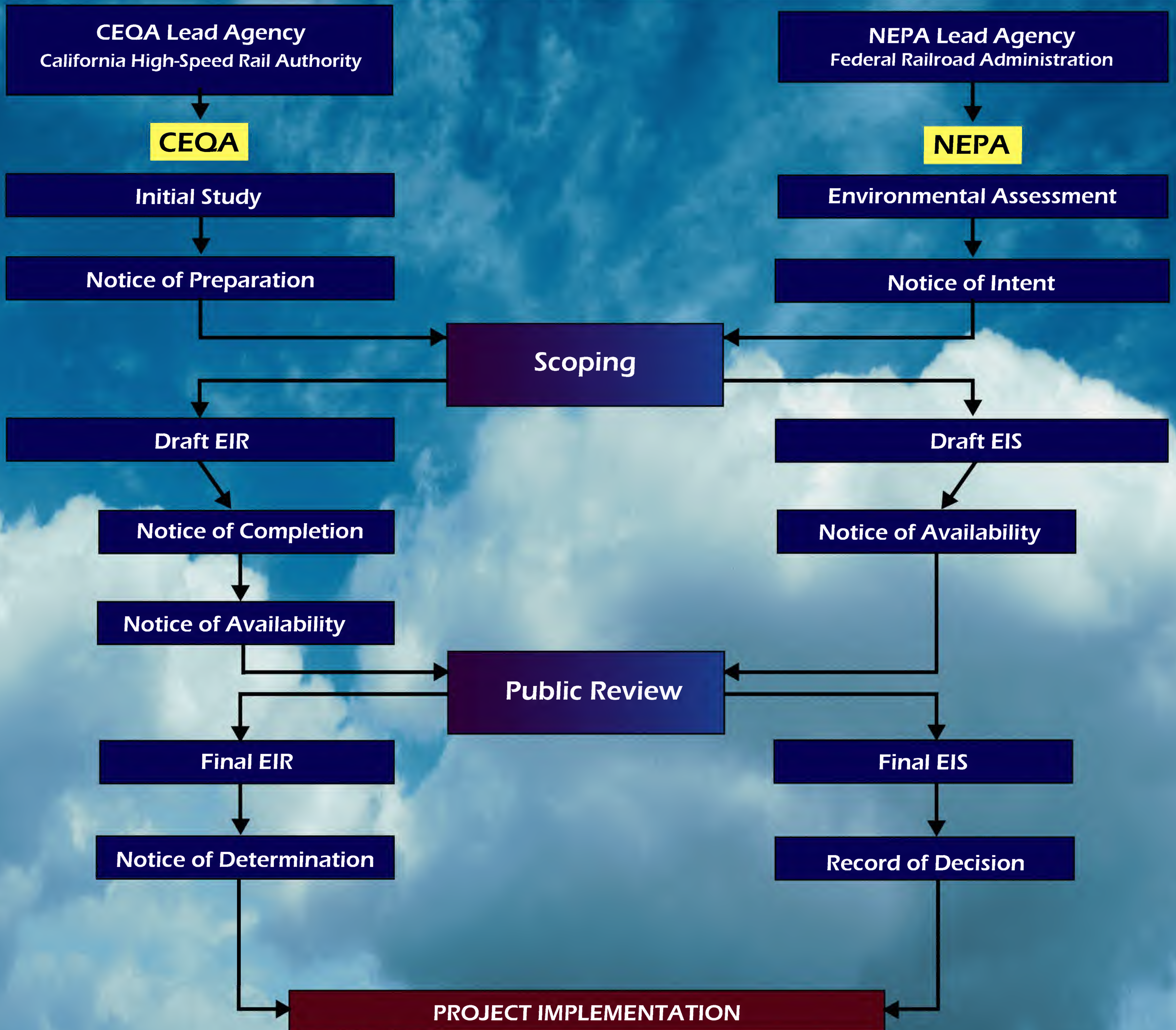




# Environmental Issues of Concern

- Agricultural Land
- Air Quality
- Biological Resources - Section 7
- Community Impacts/Environmental Justice
- Construction Impacts
- Cumulative Impacts
- Flood Hazards, Floodplains, and Water Quality
- Hazards and Hazardous Materials
- Historic/Archaeological Resources- Section 106
- Land Use, Development, Planning, and Growth
- Noise/Vibrations
- Parks and Recreational Facilities - Section 4(f)
- Traffic and Circulation
- Visual Quality and Aesthetics
- Wetlands/Waters of the United States - Section 104













# Comments



**Tell us what you think**

***Dinos lo que piensas***